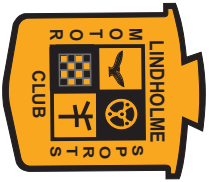


risk assessment



Lindholme Motor Sports Club Vale of York Stages Rally 2021

www.valeofyorkstagesrally.co.uk

Stage Rally Risk Assessment

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Vale of York Stages Rally

Stage Rally Risk Assessment Document

Risk Assessment Document

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Covid Risk is not assessed in this document.
Due to circumstances in different locations the risk of catching and passing on Covid Varies.
Covid procedures as laid out by Motorsports UK should be followed to Minimise any risk.
Please check the latest Covid 19 information at motorsportuk.org/covid-19/

Introduction

This document is an assessment of the risks associated with the running of a Stage Rally. It is not a definitive document. It is a working document. Whilst we have taken all care in the preparation of this, the **Risk Assessment** and the **Safety Manual** there is still an element of danger.

The purpose of these documents is to try to identify the more pressing risks and dangers and is not intended to replace common sense and good marshalling practice.

The organising team is well experienced in running this type of event. Officials are licensed, where appropriate, and all officials, marshals, safety units, and other relevant parties are issued with a Safety Manual, and Marshals Instructions as appropriate. All these documents are available at the Rally HQ office for inspection, and are carried by the event Safety Officer.

Key

Risk 1 = Unlikely 2 = Possibility 3 = Could happen 4 = Common occurrence

Injury 1 = Fright or made to jump 2 = Minor graze or bruise 3 = Serious cut or sprain 4 = Require medical aid 5 = Require ambulance



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Stage Set-up, Pull-down & General

Location	Hazard	Risk	Injury	Score	Comment	Action
Stage Furniture	Bales, Tyres, Large, Unwieldy and Heavy Loads.	2	3	6	Those with a known history of Bad Backs should not attempt potentially heavy loads on their own, unless they are sure they can cope.	Advice on lifting heavy loads given to set up crews. Crews to lift in pairs / threes where appropriate. Set up team to wear appropriate clothing, footwear and gloves for protection.
	Trailers, pickup trucks, vans and lorries. Injuries sustained while alighting.	2	5	10	Set up crews members ve been killed and seriously injured falling off set up vehicles.	Trailers should not be ridden on. All set up crews to be seated in appropriate seats and belted as per normal road traffic laws where possible. Care should be taken to avoid having to 'jump down' at any time, to reduce the risk of sprains and broken bones. All vehicles involved in set up should keep to sensible speeds (max 20 MPH) and be aware of other vehicles.
General	Sunburn / Dehydration.	2	4	8	Common if set up crews are working in hot and sunny conditions.	Crews should use sun-block if appropriate, wear head covering and drink water, little and often. On Site Medical cover available on day of event
	Slips, trips and fall hazards particularly in tyre dump, gravel surfaces and on trailers and wet surfaces.	2	3	6	Care and visual inspection of surfaces should reduce risk of injury.	Appropriate footwear that will reduce risk of slips and give support should be worn.
General note on marshalling	Marshals should be registered and have undertaken the Motorsport UK online Assessment. All marshals are advised to attend training days organised by regional associations on behalf of the Motorsport UK. At training days they will be advised on suitable clothing and what to do in emergency situations, how to use fire extinguishers, and how to treat members of the public. Most marshals have been provided with Hi-Vis tabards to wear at events. The Organising Club can supply Hi-Vis tabards to marshals and anyone who has a need to be on the stage. Marshals should wear Hi-Vis tabards when on the stage whether at designated points or moving round the stage, ALL marshals in control areas will ALWAYS wear Hi-Vis tabards.					



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Special Stage Arrival

Location	Hazard	Risk	Injury	Score	Comment	Action
Car arrival before yellow time board and waiting for a time to enter stage	Fire.	1	2	2	Unlikely. Crew can easily get out.	Car has fire system and hand held extinguisher. Start line has extinguishers. Rescue and Recovery crews at / near start trained in emergency situations.
	Impact to persons.	1	3	3	Unlikely.	Taped or coned area where possible. Only Marshals, Officials of the event & car crew allowed. Marshals to issue verbal warnings to those in a place of Danger. Marshals to wear appropriate Hi-Vis tabards
Car arrival before yellow time board and collecting a time to enter stage	Fire.	1	2	2	Unlikely. Crew can easily get out.	Car has fire system and hand held extinguisher. Start line has extinguishers. Rescue and Recovery crews at / near start trained in emergency situations. In dry forests arrival control would also have extinguishers.
	Impact to persons.	1	1	1	Control team and car crew are aware.	Taped or coned area where possible. Too many bodies increase the risk, if not working on the team stand clear. Only Marshals, Officials of the event & car crew allowed. NO spectators. Marshals to wear appropriate Hi-Vis tabards.
Disagreement by crewmembers on action taken by arrival team. e.g. time given for arrival	Verbal abuse.	2	1	2	Not a common occurrence.	Consistent use of rules. Good training of marshals.
	Physical abuse.	1	3	3	Unlikely due to licence implications.	Take note of car number and have crew and MARSHALS sign to agree to the disagreement.
Departure of car to stage start control	Impact to persons.	1	1	1	Control team and car crew are aware.	Taped or coned area where possible. Too many bodies increase the risk, if not working on the team stand clear. Only Marshals, Officials of the event & car crew allowed . NO spectators. Marshals to wear appropriate Hi-Vis tabards.



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Special Stage Start

Location	Hazard	Risk	Injury	Score	Comment	Action
Car arrival before red time board and waiting for a start time	Fire.	1	2	2	Unlikely. Crew less easy to get out due to belts and helmets.	Car has fire system and hand held extinguisher. Start line has extinguishers Rescue and Recovery crews at / near start trained in emergency situations.
	Impact to persons.	1	1	3	Unlikely. Injury only to marshal. Spectator free area.	Taped or coned area - Only Marshals, Officials of the event & car crew allowed. No marshals to stand in front of any car at any time. Extreme care if indicating start line. Marshals to wear appropriate Hi-Vis tabards.
Car moves up to start line	Fire.	1	2	2	Unlikely. Unless vegetation underneath. Crew less easy to get out due to belts and helmets.	Car has fire system and hand held extinguisher. Start line has extinguishers. Rescue and Recovery crews at / near start trained in emergency situations. Start crew to assist with extinguishers to allow crew to get out.
	Impact to persons.	1	1	1	Control team and car crew are aware. Speed is low as distance is short.	Taped or coned area. NO spectators. Too many bodies increase the risk, if not working on the team stand clear. Only Marshals, Officials of the event & car crew allowed. Marshals to wear appropriate Hi-Vis tabards.
Car on start line, final card sign off	Verbal abuse.	0	1	0	Very unlikely occurrence due to impending departure and licence implications.	Clear view of time clock to crew. Consistent use of rules. Good training of marshals. Marshals to wear appropriate Hi-Vis tabards.
	Physical abuse.	0	3	0		
Car on countdown to departure into stage	Fire.	2	2	4	Uncommon, but due to high revs and no cooling air, risk increased.	Know where extinguisher is. One person designated to operate it. Only start marshal by car.
Car on countdown to departure into stage	Hearing damage.	2	3	6	Car crew not at risk due to helmets. Start marshal highest risk, other marshals lower risk.	Have ear plugs / defenders available for start line marshals. Consistency of Environmental scrutineering, measuring noise pre-event, will reduce risk.
Departure of car into stage	Impact to persons.	4	2	8	Low likelihood but low injury (greater on gravel track with likelihood of loose stones).	Start marshals advised to wear thick trousers and jacket, Stout boots or Safety boots. On very loose surface consider use of safety glasses Marshals to wear appropriate Hi-Vis tabards.



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Special Stage

Location	Hazard	Risk	Injury	Score	Comment	Action
Stage	Gravel / Stones thrown at Spectators / Marshals.	4	2	8	Impact injuries are more common when persons stand in inappropriate places	Marshals / Spectators not to stand in danger areas as defined by Motorsport UK Stage Rally Safety Requirements. Caution and awareness advised at all times.
	Car hitting Spectators / Marshals.	2	5	10	Impact injuries are more common when persons stand in inappropriate places.	Marshals / Spectators not to stand in danger areas as defined by Motorsport UK Stage Rally Safety Requirements. Marshals to immediately move anyone who is stood at a point they deem to be dangerous. There are areas deemed to be 'Non Spectator areas' these are marked on the spectator safety plan and NO Spectators are allowed in these areas Marshals to wear appropriate Hi-Vis tabards.
	Car hitting Marshals on track.	2	5	10	Marshals going on track to re-set stage furniture that has been knocked over by a competing car.	NO marshals to go on track without designating another marshal as lookout. Lookout should use whistle to warn of approach of a competing car. Marshals should assess danger before going onto track - if deemed to be too dangerous contact radio control and await instructions. Marshals to wear appropriate Hi-Vis tabards.
General	Position marshals out of likely line of fire from any loose gravel. Position spectators out of likely line of fire from any loose gravel. Position marshals out of likely line of travel of rally cars. Position spectators out of likely line.					



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Special Stage Flying Finish

Location	Hazard	Risk	Injury	Score	Comment	Action
Car goes past flying finish line	Impact to persons from gravel.	1	2	2	Location of marshals will affect likelihood. Low risk.	Position marshals out of likely line of fire from any gravel.
	Impact to persons by car.	2	4	8	Very dependant on location of marshals.	Position marshals out of likely line of travel.
	Spectator Injury.	2	4	8	Spectators usually don't wait near the flying finish. If a good viewing location risk rises. Spectators entering or leaving the stage are at greater risk.	Warning sign to spectators of location. Clearly marked as danger area. Use of whistle. Clear signing that it is a no-spectator area.
Car passing countdown boards	Injury to spectators. Note no marshals planned in this location.	3	4	12	This is a dangerous area as cars are rapidly losing speed.	Clear signing that it is a no-spectator area. Tape area to keep spectators out. Endeavour to keep a straight line for deceleration.
Stop line	Impact to persons.	2	2	4	Cars sliding to a stop or failing to stop. Risk to marshals only. No spectator Area.	Adequate 3-2-1 distances and a clear unobstructed view of STOP board will reduce risk.
	Impact to a competing car.	2	2	4	Cars sliding to a stop or failing to stop while another car is on the stop line.	Slow cars before flying finish (chicane) to reduce speeds to wards stop line. Marshals should not cross in front / between cars when cars are entering the control area.
Disagreement by crewmembers on action taken by stop line team e.g. time given for stage	Verbal abuse.	1	1	1	Not a common occurrence.	Clear view of time clock to crew. Consistent use of rules.
	Physical abuse.	1	3	3	Unlikely due to licence implications.	Good training of marshals. Marshals to wear appropriate Hi-Vis tabards. Take note of car number and have crew and MARSHALS sign to agree to the disagreement.
Departure of car from stop line	Impact to persons from gravel.	2	2	4	Speed warning in road book. This is not a common risk at this point. Use SLOW board.	Take note of car number and report to Clerk of the Course for penalty.



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Service Area

Location	Hazard	Risk	Injury	Score	Comment	Action
Movement of traffic in service area	Collision.	3	2	6	Reversing vehicles and crews arriving and leaving make for a busy location.	Endeavour to keep a two lane width between service rows.
	Impact to persons.	3	3	9	Reversing vehicles and crews arriving and leaving make for a busy location.	Endeavour to keep a two lane width between service rows. Ask crews to marshal their own cars into the roadway after service.
	Speeding in service area.	3	2	6	Competitors after exiting the stage are more likely to be unaware of their speed.	Speed limit sign to be located after STOP line. Marshals to remind competitors of speed limit when leaving STOP line. Offenders will be penalised for non-compliance. Marshals to wear appropriate Hi-Vis tabards.
Service crew activities	Fire.	3	3	9	Refuelling hot vehicles. Refuelling in busy people area.	Use a separate location for refuelling. Service crews to have own extinguisher ready before refuelling takes place. No spectators to be nearby and crews to be out of vehicle. Service crews should wear appropriate clothing.
	Struck by falling vehicle.	2	4	8	Car falling off jacks or blocks.	Crews should use axle stands on a hard under board. Trolley jack for lifting / lowering. Use spare wheel as a cushion.
	Oil Contamination to ground.	3	1	3	Spillage from general vehicle work. Risk if axle or sump removed.	Crews to work on appropriate ground sheet. Crews to use spill kits and remove all waste. Penalties to be applied for non compliance.

NOTE: Additionally Motorsport UK - Stage Rally Safety Requirements - Service Area Guidelines Annex P is issued to all competitors.



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Interpretation

The above method can result in a score as low as 0 or as high as 20.

Here they are grouped in the order of highest score or risk to the lowest score or risk with an interpretation of what course of action is required.

Score	Interpretation	Action
17 - 20	Highest risk implies a certainty of a hazard happening. STOP activity, do not allow to continue.	STOP. The situation must not be allowed to continue. Changes must be made to reduce the risk. Or the event must NOT continue.
12 - 16	High risk. STOP and change.	STOP. The conditions need to be changed. Change route, time or activity. Define areas with tape and solid barriers. Provide medics at the location. Put additional marshals in place. Clear simple instructions. Fire extinguishers at location.
8 - 11	Medium risk. STOP and consider changes. Identify and notify those at risk.	STOP. The conditions need to be carefully considered or changed. Change route, time or activity. Define areas with tape and solid barriers. Provide medics at the location. Put additional marshals in place. Clear simple instructions. Fire extinguishers at location.
5 - 7	Medium low risk. Consider change. Identify and notify those at risk.	This may well be an accepted risk by those involved with motor sport and already be covered by regulations. Consider changing if possible to reduce risk. Do you need extra marshals or medical cover? Fire extinguishers are required by regulation are there other places that would benefit by provision.
3 - 4	Low risk. Identify and notify those at risk.	This may well be an accepted risk of everyday life and by those involved with motor sport and already be covered by regulations. Consider changing if possible to reduce risk. This is unlikely but should be considered. Ensure proper staffing is in place. Display appropriate signage and ensure road book reflects concerns.
1 - 2	Very low risk. Identify and notify those at risk.	Consider changing if possible to reduce risk. This is unlikely but should be considered. Ensure proper staffing is in place. Display appropriate signage and ensure road book reflects concerns.

NOTE: Additional service area safety sheet is issued to all competitors.